

THE SKYHAWK

Civil Air Patrol History

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"After the German surrender, one of Hitler's high-ranking naval officers was asked why the Nazi U-boats had been withdrawn from U.S. coastal waters early in 1943. The answer was exploded in a curt guttural: 'It was because of those damned little red and yellow planes!'"

-- From Robert E. Neprud's *Flying Minute Men*

Pearl Harbor propelled the United States into World War II, but many Americans saw the AXIS threat long before Dec. 7, 1941. Among them were nearly 150,000 men and women involved in aviation.

As early as 1938, they began to argue for the creation of an organization to harness their aviation resources to aid the nation in the event America entered the conflict. Their efforts, led by writer-aviator Gill Robb Wilson and supported by Gen. Henry "Hap" Arnold, resulted in the creation of the Civil Air Patrol on Dec. 1, 1941 - one week before Pearl Harbor.

First organized under the Office of Civilian Defense, headed by former New York Mayor Fiorello LaGuardia, Civil Air Patrol members became the "Minutemen" of World War II, volunteering their time, resources, and talents to defend the nation's borders and fill the gaps as men and resources were being mobilized to fight abroad.

The War Department, especially the Army Air Forces, recognized the important roles performed by CAP. In April 1943, CAP was reassigned from the Office of Civilian Defense to the War Department and placed under the jurisdiction of the Army Air Forces.

These *Flying Minutemen*, all volunteers, performed valiantly during the war. They performed many missions including coastal patrol to search for enemy submarines, search and rescue missions throughout the United

States, cargo and courier flights to transfer critical materials and personnel, and even towing targets so Army Air Corps personnel could practice air-to-air gunnery techniques - a very risky mission with new gunners.



In all, these volunteers amassed a stunning record - flying more than half-a-million hours, sinking two enemy submarines, and saving hundreds of crash

victims.

A thankful nation recognized the vital role CAP played during the war and understood the organization could continue to provide invaluable help to both local and national agencies.

On July 1, 1946, President Harry Truman signed Public Law 476 that incorporated CAP as a benevolent, nonprofit organization.

And on May 26, 1948, Congress passed Public Law 557 which permanently established CAP as the Auxiliary of the new U.S. Air



Force. This law also gave the Secretary of the Air Force the authority to provide financial and material assis-

Leadership: The Key to Safety

by SM Doug Timpe, Northshore Squadron Safety Officer

The Cadet Oath

I pledge to serve faithfully in the Civil Air Patrol Cadet Program and that I will attend meetings regularly, participate actively in unit activities, obey my officers, wear my uniform properly, and advance my education and training rapidly to prepare myself to be of service to my community, state, and nation.

Keeping our cadets and staff safe while we learn our skills and perform our work is critically important in the Homeland Security era that we're entering as a nation. Civil Air Patrol has special responsibilities to the Air Force in the present, and perhaps we'll be given more responsibilities in the near future. Before we can even begin to talk about getting more responsibilities however, we have the imperative mission of ensuring that we can measure our progress and implementing simple ways of making our activities safe without sacrificing any learning or experience potential.

Our organization as a whole must have a clear safety goal. While it takes time to affect safety policy at the National HQ, Regional, Wing, and Group levels, we can immediately ensure that our leadership is responsible and accountable now for our squadron. To do anything less is a waste of our resources.

We want to ensure that we have a culture of continuous improvement. The goal is not to find people to blame if and when an accident (hopefully minor) occurs. We are not looking for people to hang out to dry. What we want to do is create this culture where subordinates, sergeants, officers, and staff are not afraid to bring attention to potential or actual mistakes where accidents might happen. We want to reward these observations and make them serve as our guide to improvement, not to reward poor performance or lack of attention to safety by hiding, covering up, or implementing "creative subterfuge" to get around silly rules that serve no constructive purpose towards improving our safety.

We want to develop people for future responsibilities, and sometimes responsibility ends up on a fast track based on the needs of the squadron. Safety cannot

take a back seat to being able to rapidly (re) organize our squadron during this time of potentially rapid change. Those people who are about to embark on new roles of responsibility need to keep an open mind to keeping those higher up in the chain of command informed about potential safety issues. For example, what if you know that a cadet brought a knife to an encampment? Perhaps the cadet did not know or did not remember that knives are not to be brought on encampments. Do you punish this cadet? Do you create an environment in which other cadets (who perhaps also brought knives because the rule had not been stressed in the past) want to hide the fact that they too, have knives? Or do you want to encourage those cadets to turn those knives in and have them returned at the end of encampment in order to prevent an injury? Which is more important? Making an example of an offense, or defusing a potential widespread safety hazard? The wise leader would make the choice of using the incident as an example for education for an element or flight, rather than a display of power or an example of what happens when you break the rules. Remember that wisdom is the gap between book knowledge and practical experience – fill that gap with a cheap lesson rather than an expensive mistake.

We will discuss more safety topics in this space in the future. If you have any questions about this or other safety topics, don't hesitate to communicate through your chain of command, or you may discuss directly with the Squadron Officer. We will have presentations at our weekly room sessions. Thanks for your attention in preventing accidents



CADETS CORNER

BY: C/A JEFF MAC AVOY

My name is Jeffrey Mac Avoy, I am 12 years old and in the seventh grade at Hidden Rivers Middle School. My favorite subjects are Math and Science. I am in the Drama Club and also take Pow-Wow Drumming. I have one sister Aurora who is 5 years old (or mascot as she is known to the cadets of the North-shore squadron) who is also a Samish Indian. I have 2 pets one is a retired racing dog named Dalton, the other is a shorthaired hamster named Bulma. Aurora also has a hamster named Hello Kitty.

My favorite foods are pizza, olives, and garlic bread but I will eat a lot more food than this.

My greatest accomplishment is when I completed the army rangers confidence course I was at Fort Lewis for a week long Class A Encampment that day we

where supposed to be last to eat we tried eating first and got yelled at but back to the point there where some very tall obstacles I think that the tallest thing was 50' tall which we did not get to go on that bummed most of us out the smallest thing was about 6' maybe smaller but there was a ladder thing that was 15' tall that some one fell off of and broke there arm so that just proves no matter how careful you are someone can still get hurt.

My goal is to go into the air force by going into the air force academy in Colorado Springs. To get into the academy you would have to get good grades, participate in a sport, be in scouts or the Civil Air Patrol, and participate in an extra curricular activity.

After that I hope that one day I will go to Mars weather I am the one of the

Myths & Legends

Have you ever played the "secret" game? The first person whispers a secret to the second person, who then whispers it to the next, and so on. By the time the secret reaches the tenth person, the story has changed completely.

Cadets and seniors receive much of their CAP training by watching and listening. It's easy to see how rules and regulations can get twisted just like a story in the "secret" game.

Man in ranks.

Myth: If someone walks through a formation, cadets extend their arms out to force the person to stop, and then exclaim, "Man in ranks!"

Truth: There is no such provision in the CAP Drill & Ceremonies Manual. If someone interferes with cadets on a drill field, the flight commander or a senior member will ask that person to leave

Truth: Cadets often confuse these positions. A general explanation is in order.

Element leaders are in charge of the cadets in their element. They stand to the far right when in line formation, or in the front row in column formation.

Each flight must have a guide. This cadet sets the direction and cadence for the march. The formation assembles off the guide, who is not an element leader. In line formation, he or she stands to the right of the 1st element leader, or in front of the 3rd element leader when in column formation.

The guidon bearer technically is a squadron level position. She or he carries the squadron guidon and stands in front of the flights in formation, next to the squadron commander. In some settings like encampments, its practical to have each flight's guide carry a guidon, but that individual

*Please remember to call
your element leader
regarding your
attendance Wednesday
night and be on time for
the Monday night
meeting.*

SCHEDULE OF EVENTS

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January 2003

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6 Dress Blues Promotions	7	8	9	10	11
12	13 PT Testing	14	15	16	17	18
19	20 BDU Aerospace	21	22	23	24	25
26	27 BDU Moral Leadership	28	29	30	31	

SCHEDULE OF EVENTS

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February 2003

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3 Dress Blues Promotions	4	5	6	7	8
9	10 PT Testing	11	12	13	14	15
16	17 BDU Aerospace	18	19	20	21	22
23	24 BDU Moral Leadership	25	26	27	28	

March 2003						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3 Dress Blues Promotions	4	5	6	7	8
9	10 PT Testing	11	12	13	14	15
16	17 BDU Aerospace	18	19	20	21	22
23	24 BDU Moral Leadership	25	26	27	28	29
30	31 To Be Announced					

SCHEDULE OF EVENTS
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April 2003						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7 Dress Blues Promotions	8	9	10	11	12
13	14 PT Testing	15	16	17	18	19
20	21 BDU Aerospace	22	23	24	25	26
27	28 BDU Moral Leadership	29	30			

SCHEDULE OF EVENTS
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Northshore Composite Squadron

United States Air Force Auxiliary
Group II (NW), Washington Wing, Civil Air Patrol
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We are on the web at
www.northshore-squadron.org

Do you have questions, comments or
anything to add to the newsletter? Please
e-mail SM Tami Mac Avoy at
Tami.MacAvoy@verizon.net

SQUADRON CALENDAR

UPCOMING EVENTS & ACTIVITIES

December 2002

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Dress Blues Promotions	3	4	5	6	7
8	9 PT Testing	10	11	12	13	14
15	16 BDU Aerospace	17	18	19	20	21
22	23 BDU Moral Leadership	24	25	26	27	28
29	30 To Be Announced	31				